

BookletChartTM

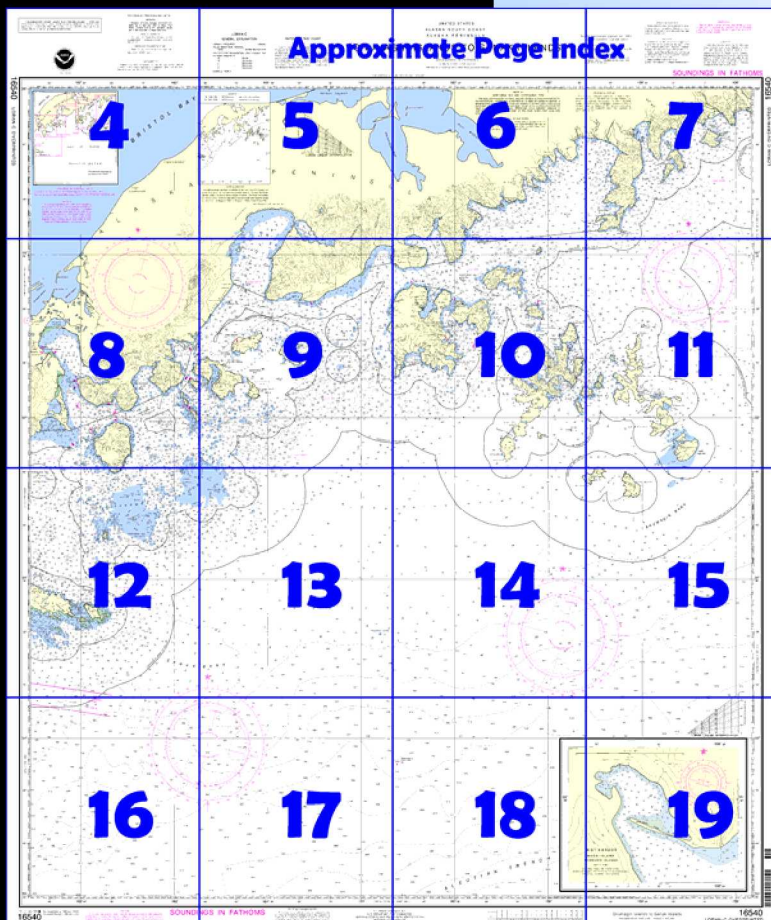
Shumagin Islands to Sanak Islands

(NOAA Chart 16540)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☒ Complete, reduced scale nautical chart
- ☒ Print at home for free
- ☒ Convenient size
- ☒ Up to date with all Notices to Mariners
- ☒ United States Coast Pilot excerpts
- ☒ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

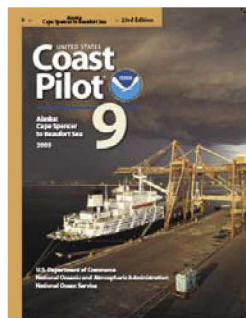
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 9, Chapter 6 excerpts]

(350) **Shumagin Islands**, comprising 15 sizable islands and many islets and rocks, extend for a distance of 60 miles from the coast of the Alaska Peninsula from which the group is separated by Unga Strait.

(354) The prevailing winds in summer are SW. This wind brings in a sea fog which lasts as long as the wind prevails, and usually covers Unga and Popof Islands, the SW section of Nagai Island, the SW shores of Big and Little Koniuji Islands and Simeonof

Island. In Popof Strait and Humboldt Harbor, the lay of the land thins the fog to mist through which the shores are visible and often these waters are in a clear pocket when the fog around is heavy. The SW wind also produces a moderate swell and choppy sea on the SW side of the islands. While this condition prevails on the SW side of the group, it is generally clear on the opposite side, with light breezes, smooth sea, and no swell. A

landfall for the Shumagins, in summer, should therefore be made to NE, and the most unmistakable point is Castle Rock. A north breeze dries and clears the islands to crystal clearness.

(359) **Simeonof Harbor** makes in from the W side of the island. A reef extends about 0.5 mile W from the N point of the entrance to the harbor. Off the S point of the entrance is a low, flat, rocky island fringed with reefs. Thick kelp beds are parallel to the reefs on either side of the harbor entrance. The harbor is protected from all winds, the entrance is tortuous, with reefs on either side; the shores are rocky and the water very shoal. The inner anchorage is in 2½ fathoms, with not over 2 fathoms at the lowest tide; the bottom is smooth gravel. Anchorage, exposed to W winds, may be had in the outer part of the harbor in about 4 fathoms, about 0.5 mile inside the entrance.

(360) **Twelve Fathom Strait** separates Simeonof and Little Koniuji Islands and is 2.2 miles wide and has depths of 10 to 20 fathoms except for a 6-fathom shoal area near the middle. A few kelp patches are on the Simeonof Island side.

(361) In 1991, a dangerous submerged rock with an unknown depth was reported in about 54°57'24"N., 159°21'30"W.

(363) **Sandy Cove**, on the E side of Little Koniuji Island, is about 1 mile wide at the entrance and 1.5 miles long. On its W shore are prominent granite cliffs. The cove affords good anchorage in its S bight in about 10 fathoms, sheltered from all but SE weather. Excellent anchorage was reported 1.1 miles 155° from **Entrance Point** in sand bottom; this anchorage affords good protection against weather from the SW.

(365) Atkins Island is a Steller sea lion rookery site. There is a 3-mile vessel exclusionary buffer zone around the entire island.

(366) **Northwest Harbor**, a bight in the N side of Little Koniuji Island, S of Herendeen Island, may be entered from either side. It affords fair anchorage and protection from all but NE winds in 5 to 10 fathoms. The harbor is about 0.5 mile wide. An abandoned fishing station is here.

(368) **Northeast Harbor**, the large bay in the W side of Little Koniuji Island, has two bights and is about 4.5 miles long. The SE bight of the harbor is somewhat open to W winds and the holding ground is rocky and poor. The extreme SE end of the harbor is more protected and is a favorite refuge for fishermen, though the bottom, being alternately patches of rock and sand, is not good holding ground. At the head of a small well-protected boat harbor are several houses.

(370) The S shore of Chernabura Island is a Steller sea lion rookery site. There is a 3-mile vessel exclusionary buffer zone around this rookery which encompasses all but the NW portion of the island.

(372) An anchorage is reported in the bight on the E side of Bird Island, just inside **Point Welcome**, in 5 to 12 fathoms. The wreck of a schooner is at the head of the bight. Temporary anchorage, exposed to all but winds from the SE quadrant, may be had in the bight in the NW side of the island in about 12 fathoms, sand bottom, SW of the reef making out about 1 mile in a NW direction off the NW point of the island. Rocks are 0.5 mile offshore in a W direction from the S point of this bight, and a shoal about 1 mile in a NW direction off the SW point of the island. Submerged rocks are found about 0.5 mile off the N shore of the large bight on the E side of the island.

(375) **Flying Eagle Harbor**, on the E side of the island, 6 miles S of Cape Thompson, offers well-protected anchorage for small vessels, especially in S gales, in 7 to 10 fathoms.

(378) **Yukon Harbor** is SW of Hall Island. A rocky ledge covered with kelp is close around the E entrance point, and rocks are close to the W point. Anchorage, protected from W weather, may be had in the center of the harbor in about 7 fathoms, but the holding ground is poor.

(403) A fishing camp is usually on the cove at the W end of Mist Harbor and small temporary wharves may be found. Water may be had from small streams on the NE side of the harbor. Strong williwaws draw down from the high mountains at times. A low neck of land, about 150 yards wide, separates the W end of the harbor from the head of Northeast Bight.

Table of Selected Chart Notes

Corrected through NM Jan. 15/05
Corrected through LNM Jan. 4/05

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

HEIGHTS
Elevation of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
○ (Accurate location) ◌ (Approximate location)

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 9 for important supplemental information.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska. Refer to charted regulation section numbers.

For Symbols and Abbreviations see Chart No. 1

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) and for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected on average of 3.006" southward and 7.439" westward to agree with this chart.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

PRINT-ON-DEMAND CHARTS
This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Charting and Geodetic Services with additional data from the Geological Survey, and the U.S. Coast Guard.

Additional information can be obtained at nauticalcharts.noaa.gov.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, [United States Coast Pilot](#).

COLREGS, 80 1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972. The entire area of this chart falls seaward of the COLREGS Demarcation Line.

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

LORAN-C GENERAL EXPLANATION

LORAN-C FREQUENCY100kHz.
PULSE REPETITION INTERVAL
999099,900 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators)
MMaster
WSecondary
XSecondary
YSecondary
ZSecondary

EXAMPLE: 9990-X

RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on theoretically determined overland signal propagation delays. They have not been verified by comparison with survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/C52), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

For Symbols and Abbreviations see Chart No. 1

HEIGHTS

Elevation of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

AIDS TO NAVIGATION

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SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Charting and Geodetic Services with additional data from the Geological Survey, and the U.S. Coast Guard.

LORAN

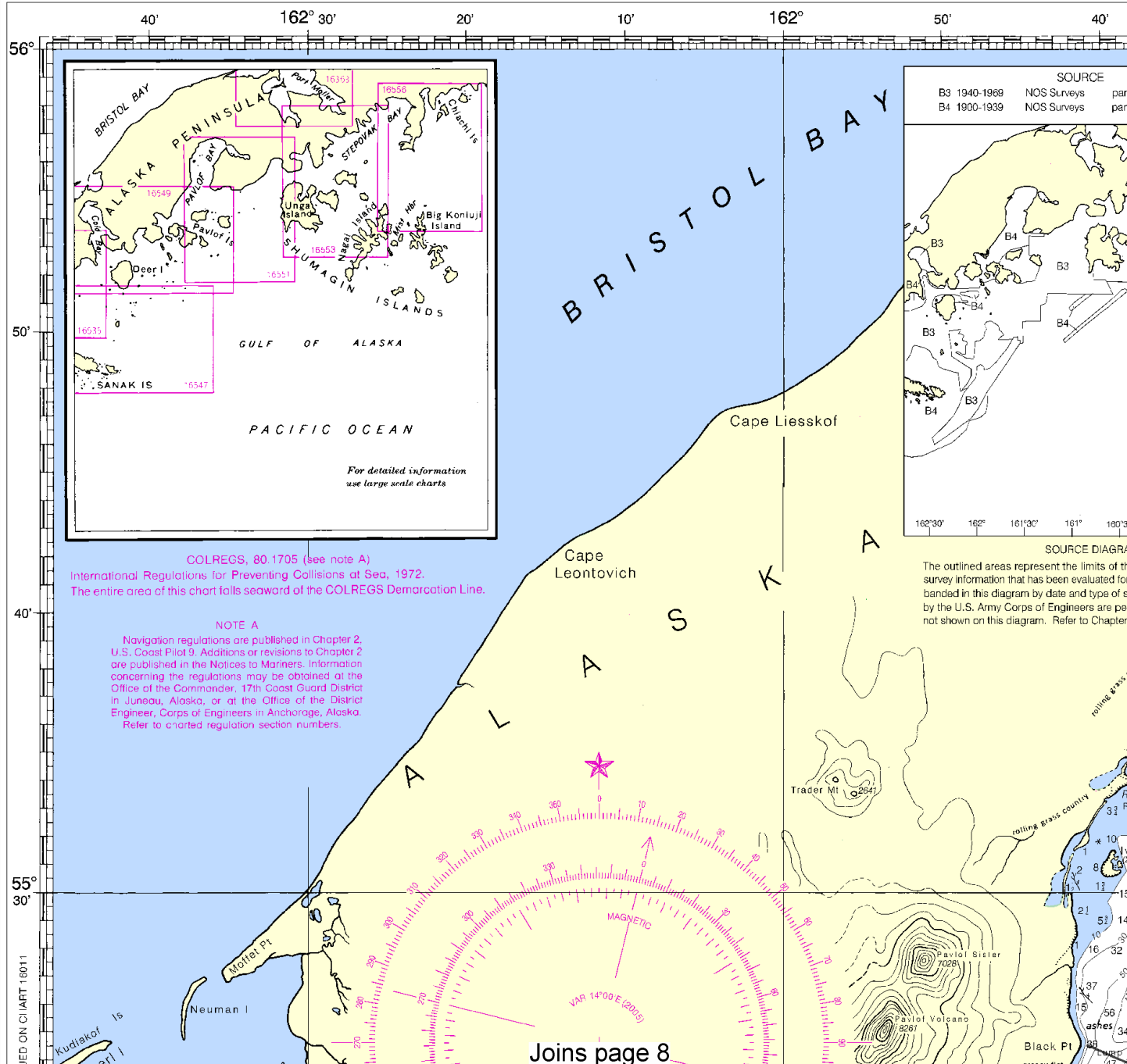
GENERAL EXP

LORAN-C FREQUENCY
PULSE REPETITION INTERVAL
9990
STATION TYPE DESIGNATOR
(letter designators)
M
W
X
Y
Z

EXAMPLE: 9990-X



16540 LORAN-C OVERPRINTED



4



N-C
PLANATION

RATES ON THIS CHART

.....100KHz.
VAL
.....99,900 Microseconds
ORS: (Not individual sta-

..Master
..Secondary
..Secondary
..Secondary
..Secondary

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on theoretically determined overland signal propagation delays. They have not been verified by comparison with survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

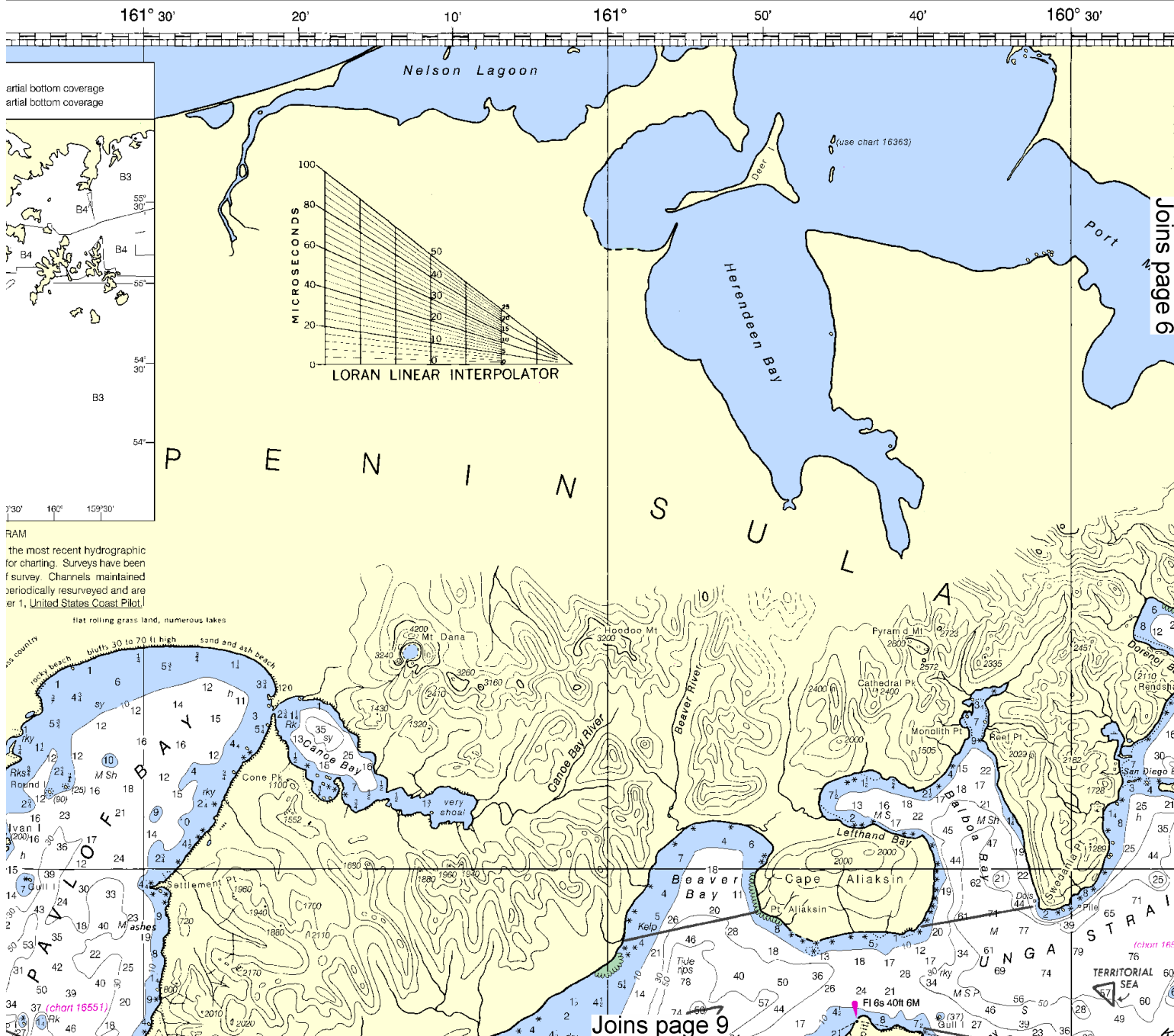
SHUMAGIN ISLANDS TO

SOUNDINGS IN FATHOM

AT MEAN LOWER LOW WATER

Additional information can be obtained at nautical

Formerly C&GS 8858, 1st. Ed. Mar. 1943 C-1943-607 KAPP 2526



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:400000. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

UNITED STATES
ALASKA-SOUTH COAST
ALASKA PENINSULA

CHART

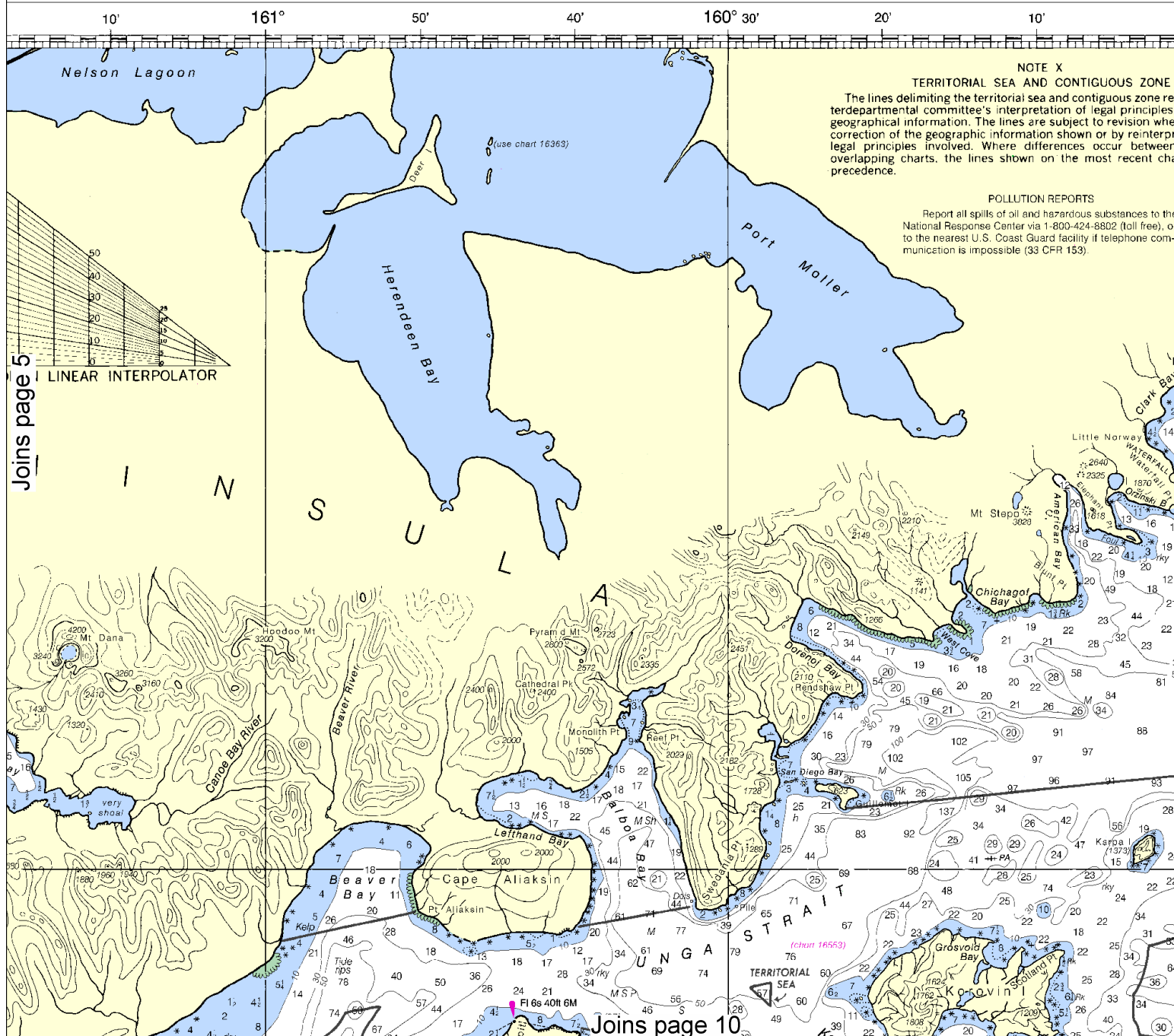
SHUMAGIN ISLANDS TO SANAK ISLAND

SOUNDINGS IN FATHOMS

AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

Formerly C&GS 8858, 1st. Ed. Mar. 1943 C-1943-607 KAPP 2526



6



ND S

North American Datum of 1983
(World Geodetic System 1984)

Mercator Projection
Scale 1:300,000 at Lat 54°45'N

CAUTION

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RADAR REFLECTORS

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CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

⊙ (Accurate location) ○ (Approximate location)

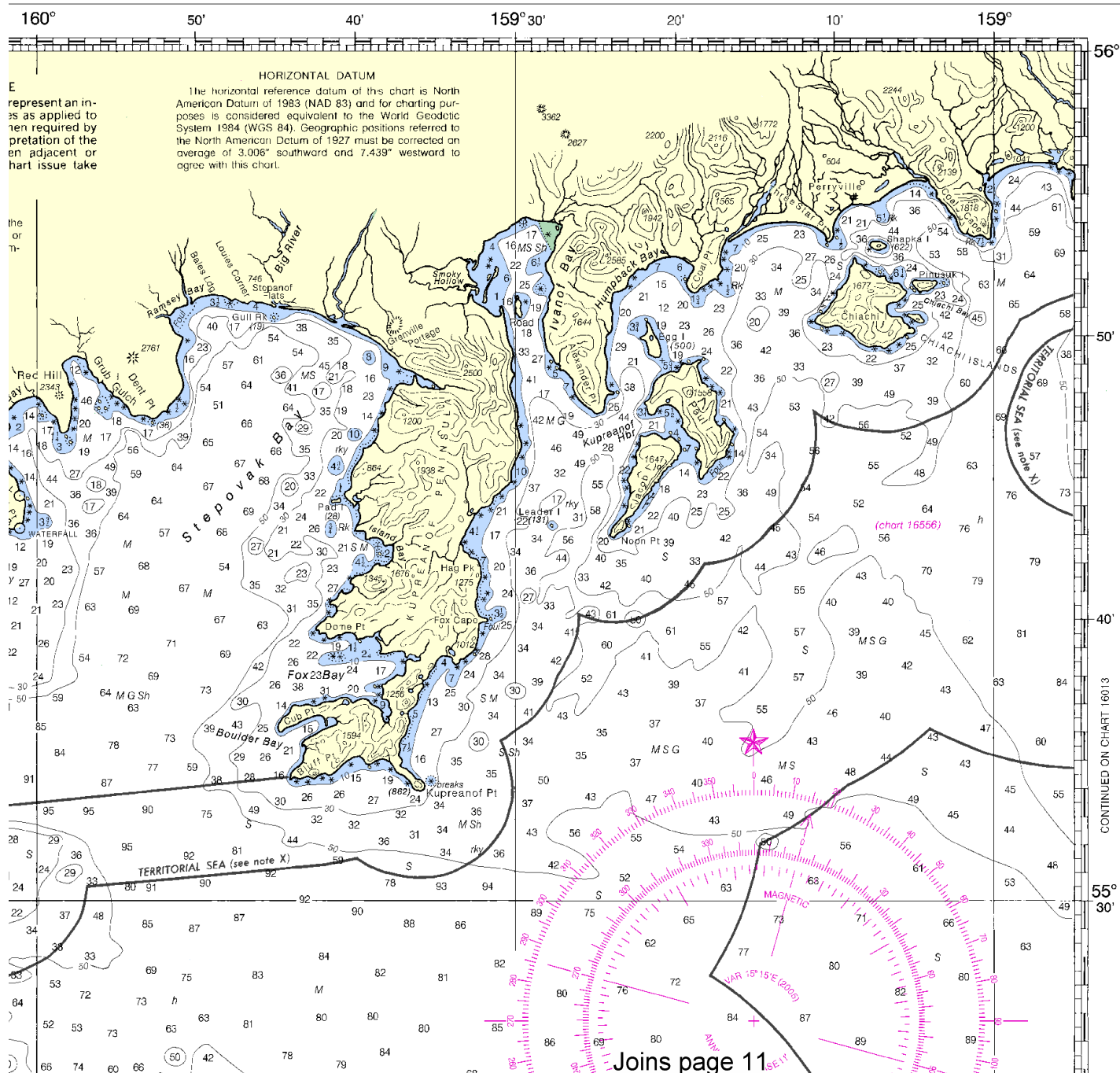
WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Tidal observations made by the National Ocean Service since the earthquake of March 27, 1964, indicate no bottom uplift or subsidence at Sand Pt., Popof Island. However, tidal observations at King Cove indicate bottom uplift of +0.3 feet. Mariners are urged to use extreme caution when navigating in the area of this chart as the magnitude of change except at these sites is not known.

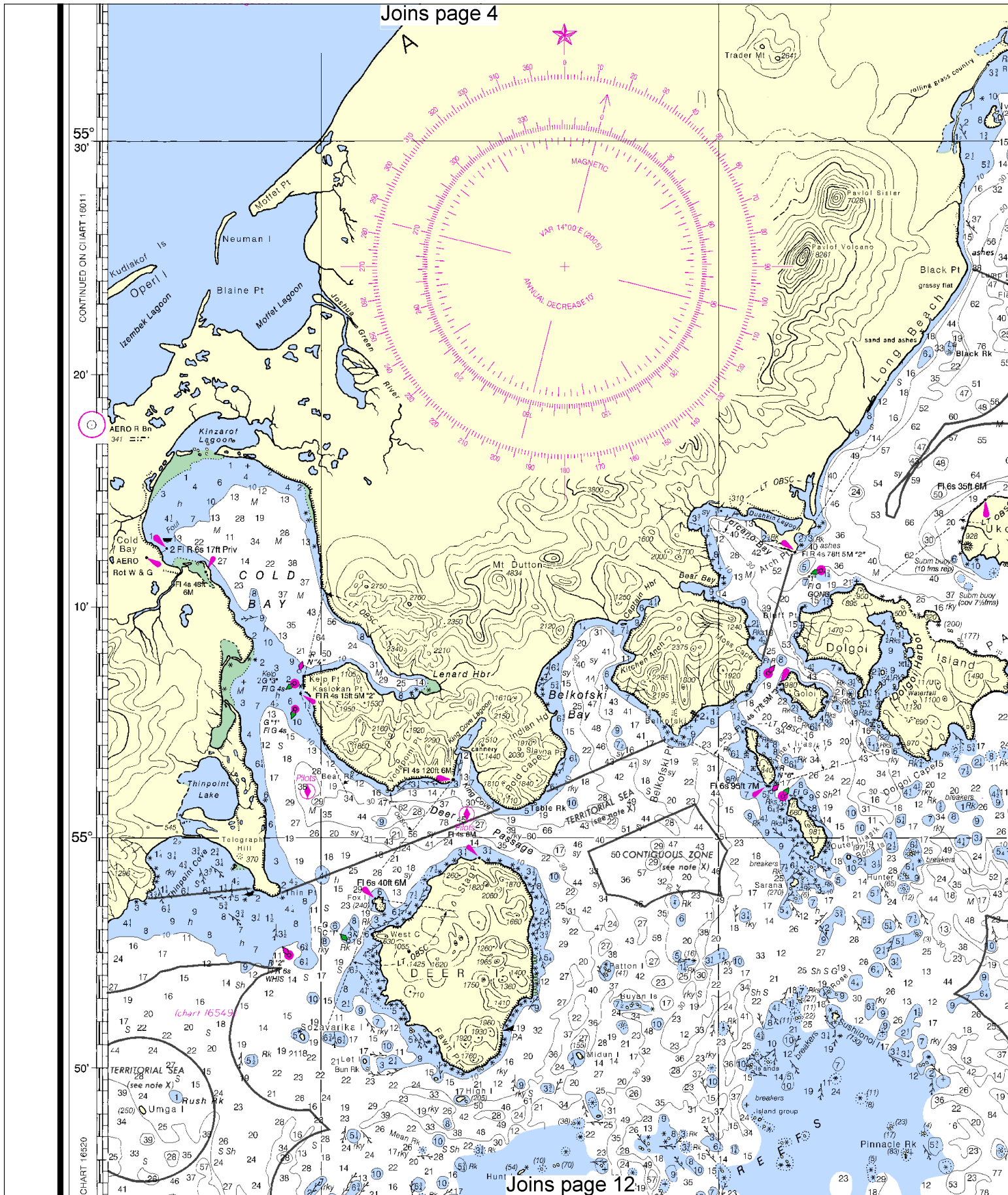
SOUNDINGS IN FATHOMS



LORAN-C OVERPRINTED 16540

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: 0909 9/25/2009.

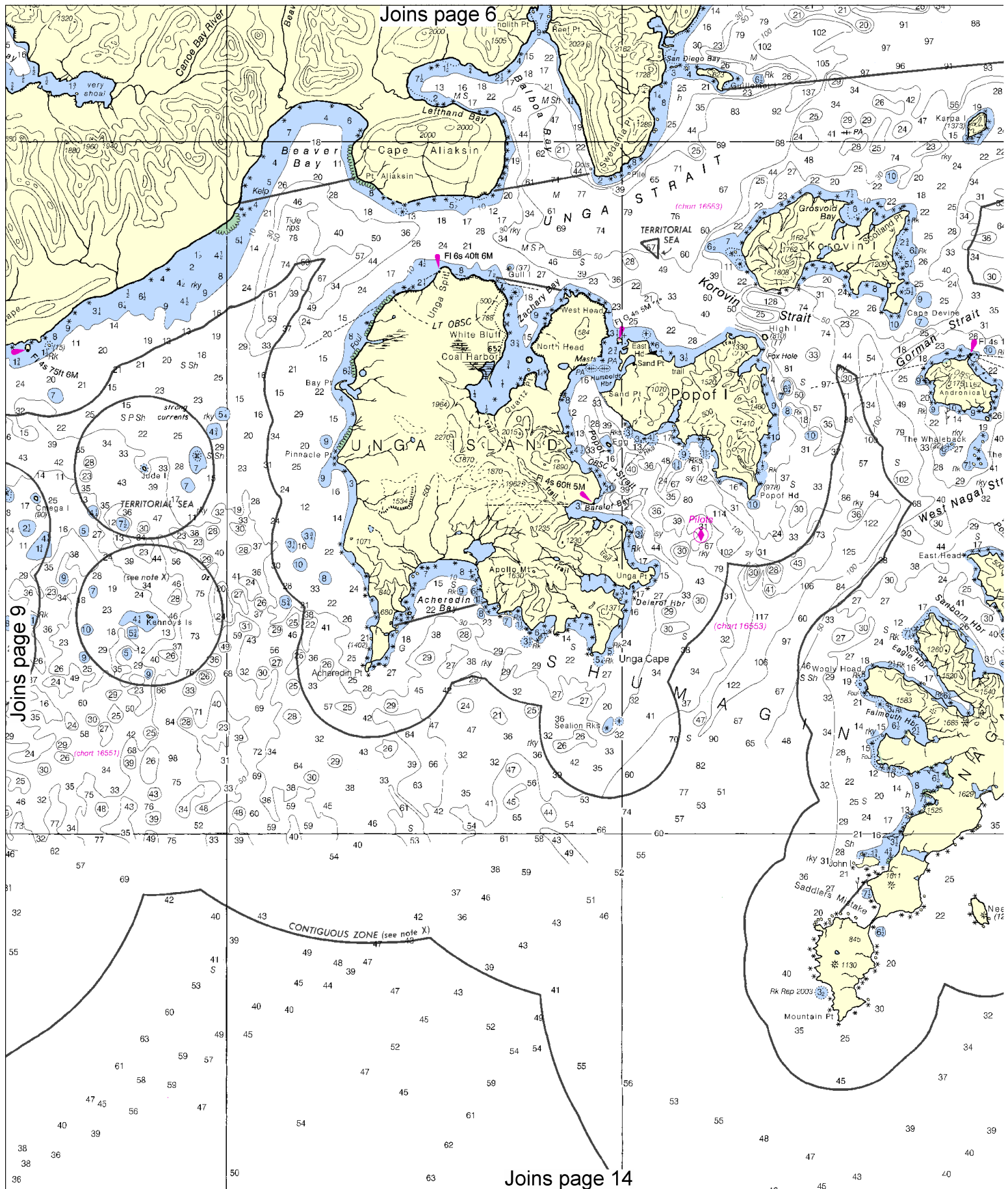


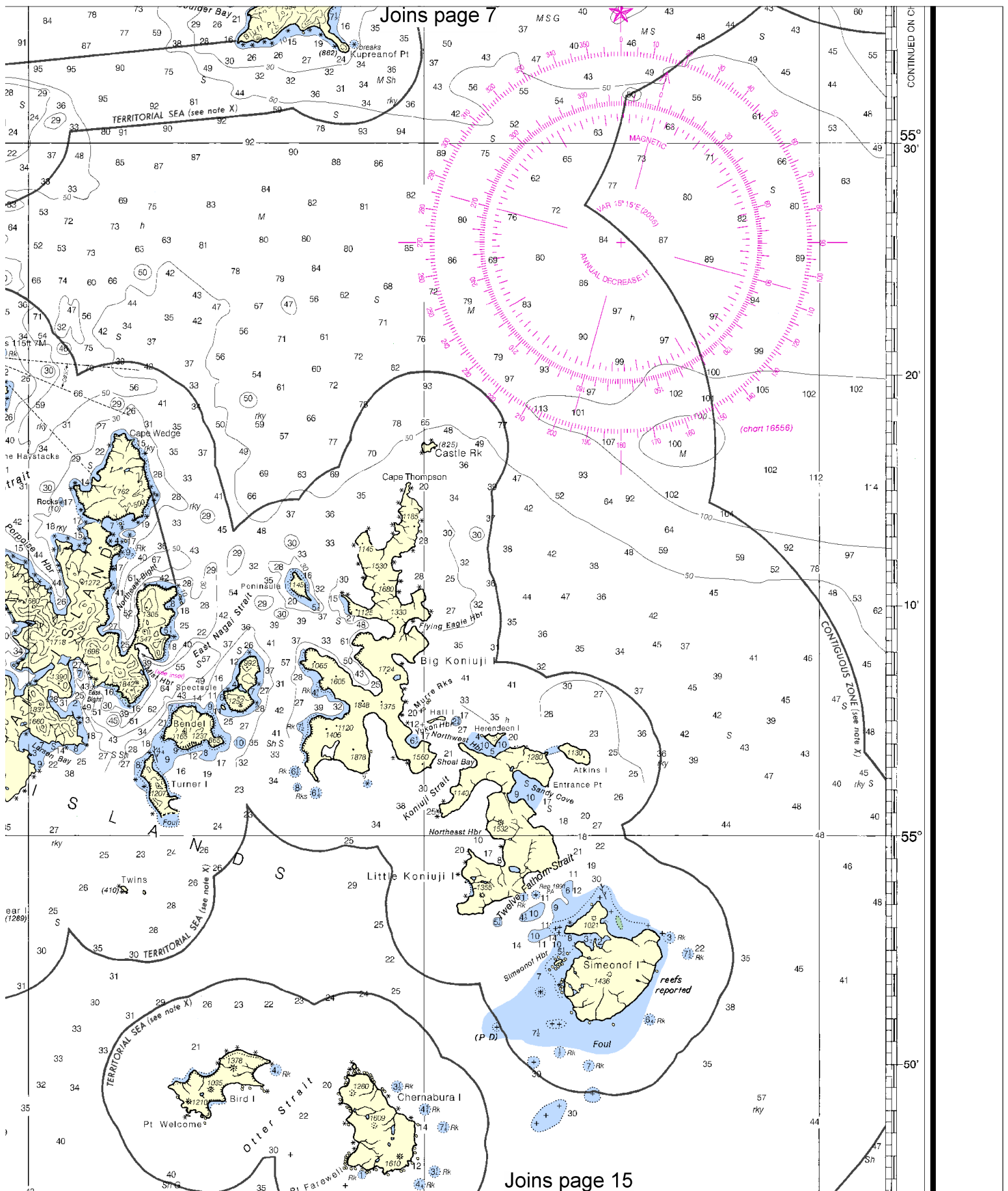


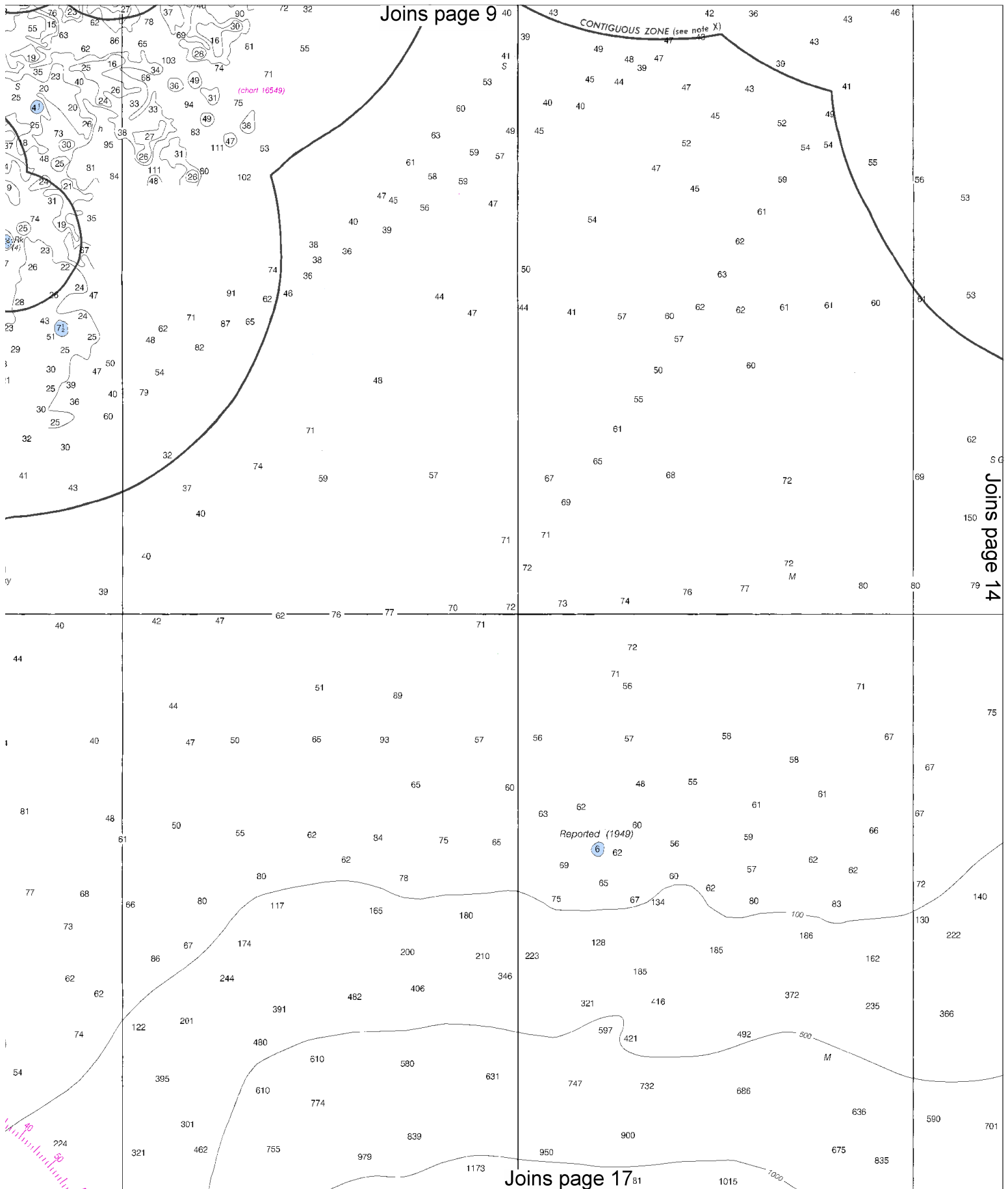
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Joins page 1

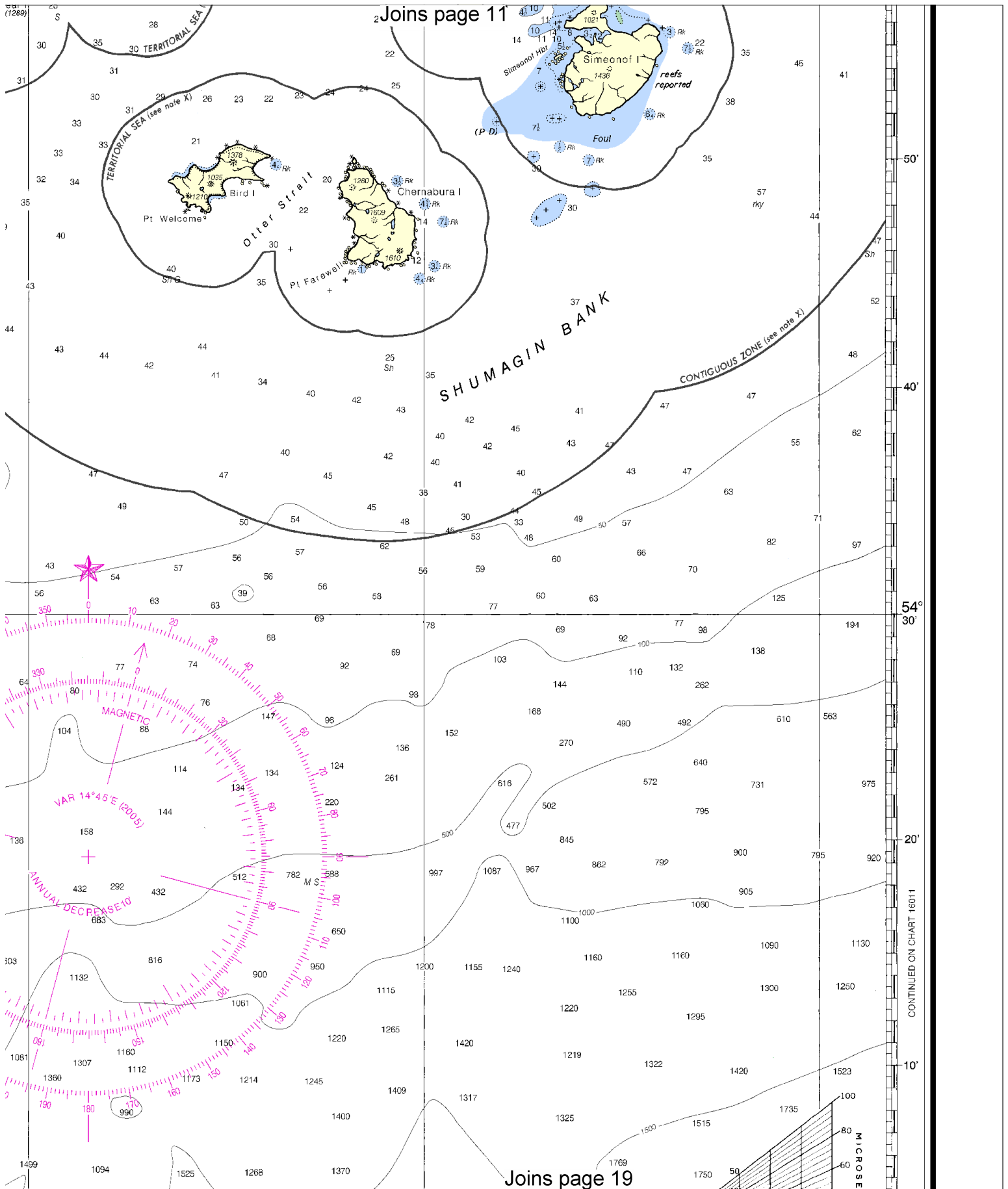
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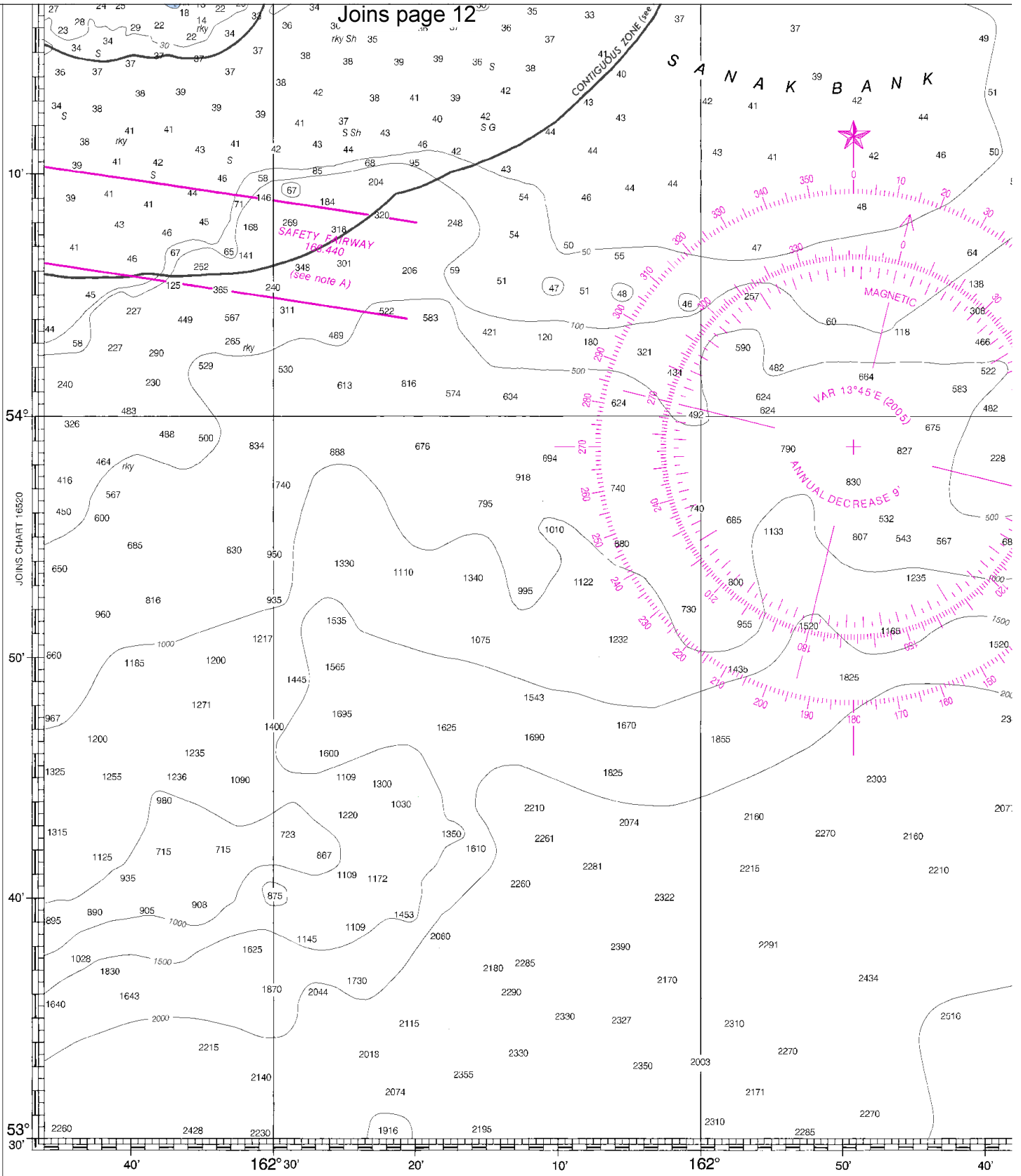


Joins page 11

Joins page 19

CONTINUED ON CHART 16011

Joins page 12

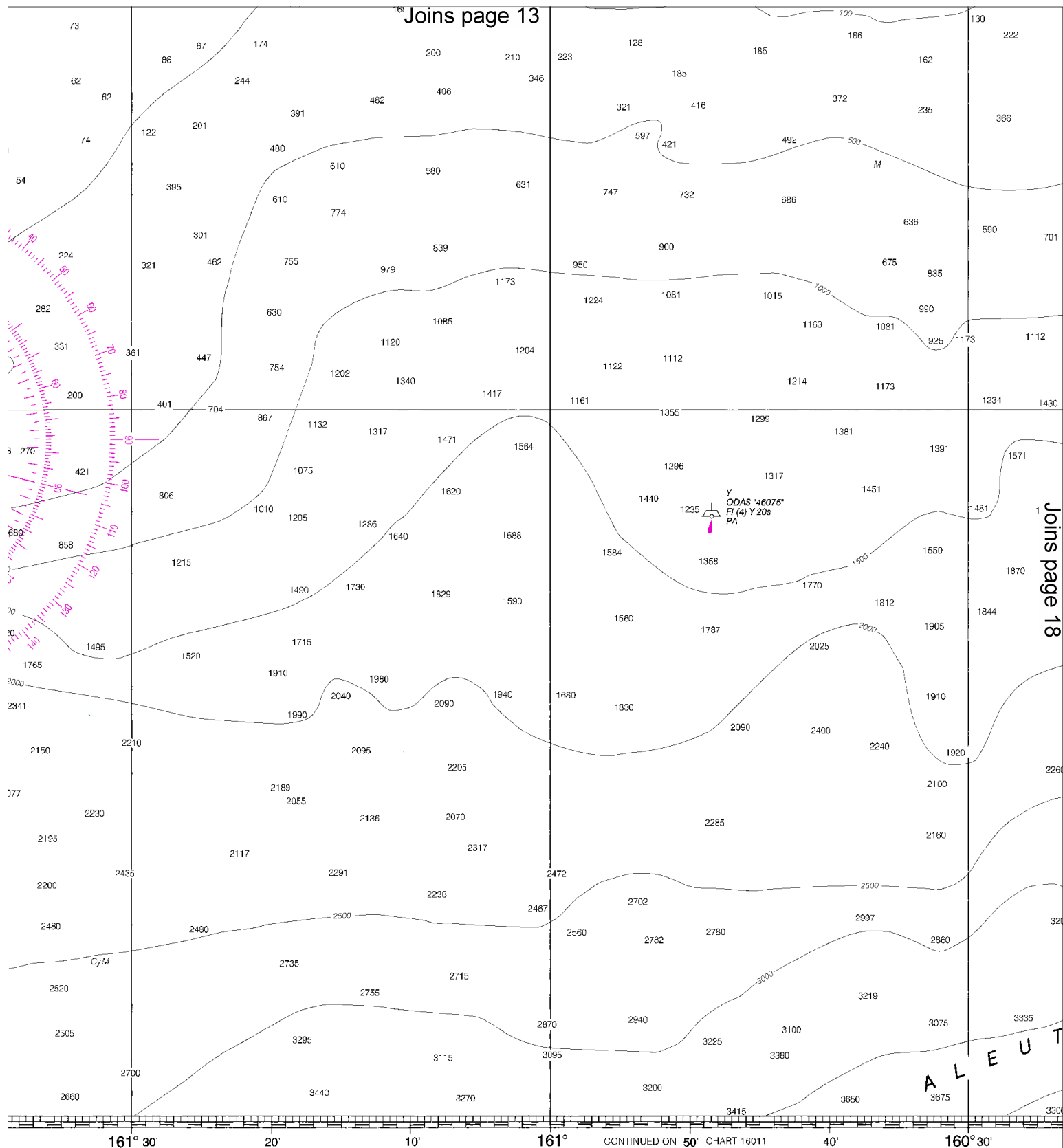


12th Ed., Jan./05 ■ Corrected through NM Jan. 15/05
Corrected through LNM Jan. 4/05
16540
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CAUTION
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SOUNDINGS IN FAT



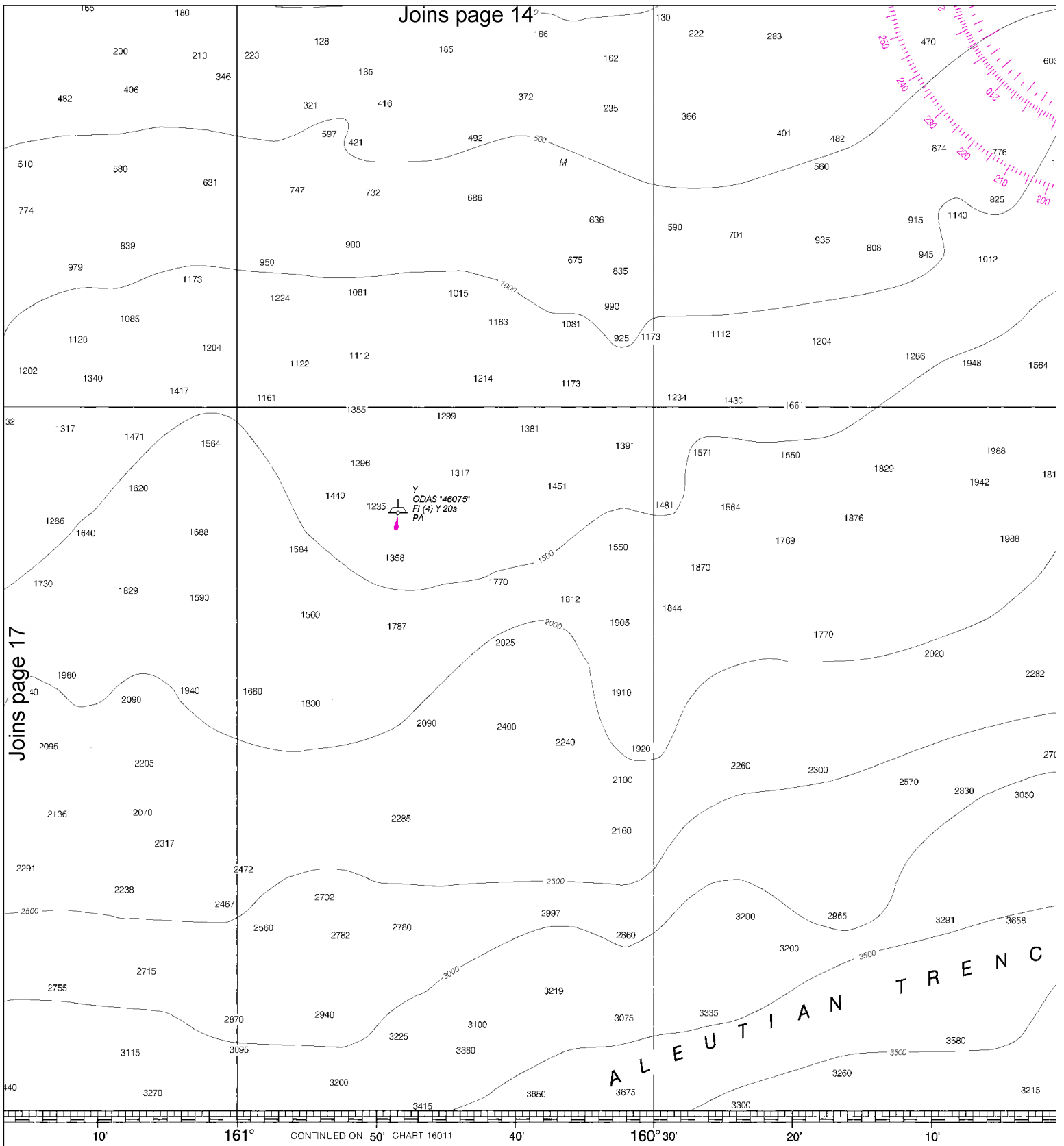


THOMS

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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



Joins page 17

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revision updated weekly
and critical corrections.
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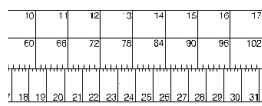
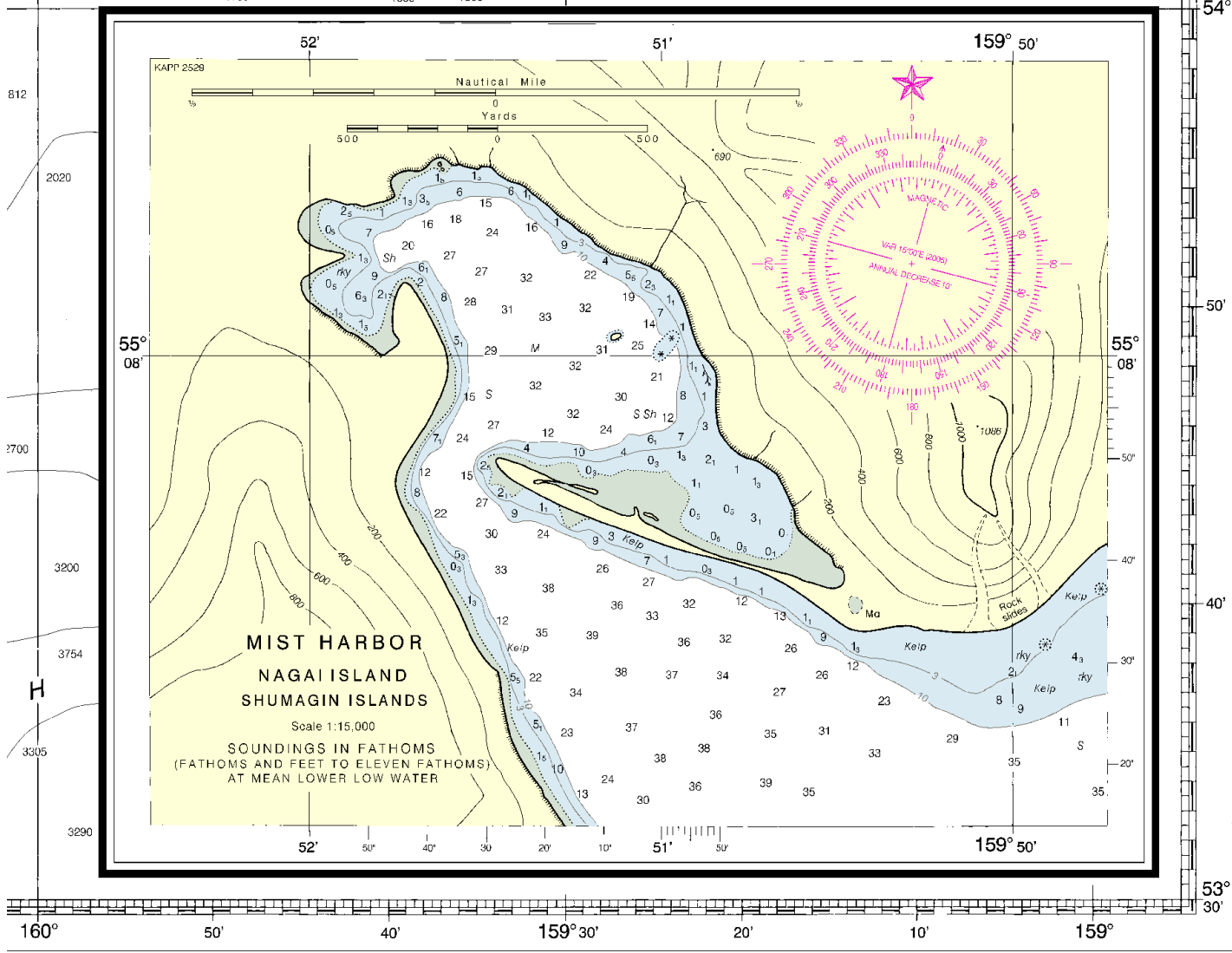
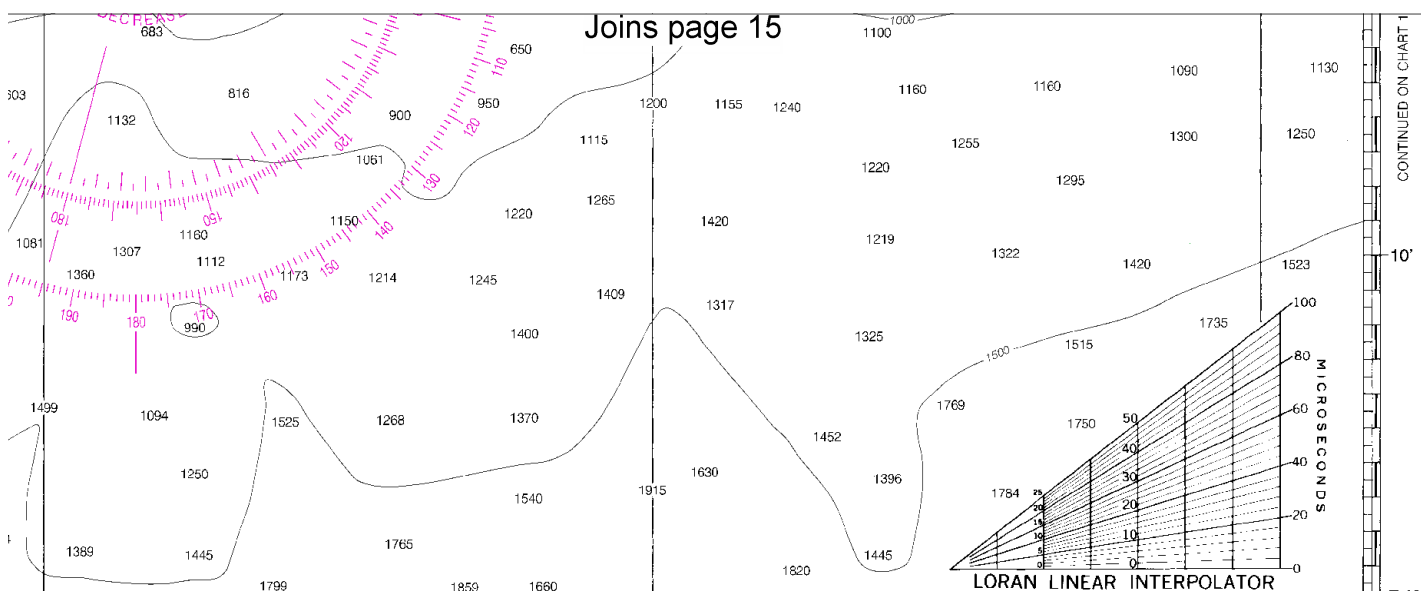
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5	6	7	8	9
FEET	6	12	18	24	30	36	42	48	54
METERS	1	2	3	4	5	6	7	8	9

18



CONTINUED ON CHART 1



Shumagin Islands to Sanak Islands
SOUNDINGS IN FATHOMS - SCALE 1:300,000

16540
LORAN-C OVERPRINTED

ED. NO. 12
NSN 7642014011272
NGA REFERENCE NO. 16BC016540

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue (Pacific Coord) – 510-437-3700

Coast Guard Search & Rescue (RCC Juneau) – 907-463-2000

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.